What is claimed is:

1. A fuel injection control system for an internal combustion engine, the engine for transmitting a driving force to an output shaft through a transmission, comprising:

means for detecting engine speed NE;

means for determining a fuel injection quantity as a function of said engine speed NE;

means for discriminating a gear position of said transmission; and

means for correcting said fuel injection quantity on the basis of the discrimination result of said gear position.

2. The fuel injection control system for an internal combustion engine according to claim 1, wherein said correction means comprises:

means for determining a correction factor as a function of a gear position; and

means for multiplying said fuel injection quantity by said correction factor.

3. The fuel injection control system for an internal combustion engine according to claim 2, wherein means for determining said correction factor determines said correction factor as a function of the gear position and the engine speed.

4. The fuel injection control system for an internal combustion engine according to claim 1, wherein the lower the gear position becomes, the more said correction means reduces the fuel injection quantity.

5. The fuel injection control system for an internal combustion engine according to claim 2, wherein the lower the gear position becomes, the more said correction means reduces the fuel injection quantity.

6. The fuel injection control system for an internal combustion engine according to claim 3, wherein the lower the gear position becomes, the more said correction means reduces the fuel injection quantity.

7. The fuel injection control system for an internal combustion engine according to claim 1, further comprising:

means for detecting a throttle opening θTH; and

a TH map in which said fuel injection quantity has been registered with the engine speed NE and the throttle opening θTH as parameters,

wherein said fuel injection quantity is determined on the basis of said TH map.

8. The fuel injection control system for an internal combustion engine according to claim 2, further comprising:

means for detecting a throttle opening θTH; and

a TH map in which said fuel injection quantity has been registered with the engine speed NE and the throttle opening θTH as parameters,

wherein said fuel injection quantity is determined on the basis of said TH map.

9. The fuel injection control system for an internal combustion engine according to claim 3, further comprising:

means for detecting a throttle opening θTH; and

a TH map in which said fuel injection quantity has been registered with the engine speed NE and the throttle opening θTH as parameters,

wherein said fuel injection quantity is determined on the basis of said TH map.

10. The fuel injection control system for an internal combustion engine according to claim 4, further comprising:

means for detecting a throttle opening θTH; and

a TH map in which said fuel injection quantity has been registered with the engine speed NE and the throttle opening θTH as parameters,

wherein said fuel injection quantity is determined on the basis of said TH map.

11. The fuel injection control system for an internal combustion engine according to claim 1, wherein said means for discriminating the gear position discriminates the gear position on the basis of said engine speed NE and a vehicle speed Vpls.

12. The fuel injection control system for an internal combustion engine according to claim 2, wherein said means for discriminating the gear position discriminates the gear position on the basis of said engine speed NE and a vehicle speed Vpls.

13. The fuel injection control system for an internal combustion engine according to claim 3, wherein said means for discriminating the gear position discriminates the gear position on the basis of said engine speed NE and a vehicle speed Vpls.

14. The fuel injection control system for an internal combustion engine according to claim 4, wherein said means for discriminating the gear position discriminates the gear position on the basis of said engine speed NE and a vehicle speed Vpls.

15. The fuel injection control system for an internal combustion engine according to claim 7, wherein said means for discriminating the gear position discriminates the gear position on the basis of said engine speed NE and a vehicle speed Vpls.

16. A fuel injection method for an internal combustion engine, the engine for transmitting a driving force to an output shaft through a transmission, said method comprising the steps of:

detecting engine speed NE;

determining a fuel injection quantity as a function of said engine speed NE;

discriminating a gear position of said transmission; and

correcting said fuel injection quantity on the basis of the discrimination result of said gear position.

17. The method according to claim 16, wherein said step of correcting further comprises the steps of:

determining a correction factor as a function of a gear position; and

multiplying said fuel injection quantity by said correction factor.

18. The method according to claim 17, wherein said step of determining said correction factor further comprises the step of determining said correction factor as a function of the gear position and the engine speed.

19. The method according to claim 16, wherein the lower the gear position becomes, the more said correction means reduces the fuel injection quantity.

20. The method according to claim 16, further comprising the steps of:

detecting a throttle opening θTH;

providing a TH map in which said fuel injection quantity has been registered with the engine speed NE and the throttle opening θTH as parameters; and

determining said fuel injection quantity on the basis of said TH map.

21. The method according to claim 16, wherein said step of discriminating the gear position further comprises the step of discriminating the gear position on the basis of said engine speed NE and a vehicle speed Vpls.